AMENDMENTS TO THE SPECIFICATION WITH MARKINGS TO SHOW CHANGES MADE

Amend the following paragraphs as indicated:

--[0001] This application is a continuation application of prior filed U.S. Application 09/349,264, filed July 7, 1999, now abandoned, which claims the priority of German Patent Application Serial No. 198 30 432.3 filed July 8, 1998.--

--[0034] FIG. 2a-j is a schematic illustration of a progressive relative movement between two subassemblies of the torsional vibration damper according to FIG. 1 showing one of the pistons being displaced in the direction of the other piston;--

--[0038] ~~FIGS. 6-10~~ FIG. 6 is a schematic illustration of a relative movement between two subassemblies of the torsional vibration damper with the two thrust pistons according to FIG. 5 in an idle position.

FIG. 7 is a schematic progression of one of the thrust pistons moving into a displacement position.

FIG. 8 shows the first thrust piston in FIG. 7 gradually moved along its guide toward the second thrust piston and slightly overlapping with the second thrust piston.

FIG. 9 shows the first thrust piston of FIG. 8 fully overlapping with the second thrust piston.--

After paragraph **[0041]**, insert the following paragraph:

FIG. 3 illustrates the progression of the piston 30 in FIGS, 2a-2j. The right piston 30 was resting against the contact area 20 of the second subassembly. The guide surface 11 of the first subassembly is shown as multiple black lines indicating eleven snapshots over time as the right piston is moved along the guide surface 11. As the piston 30 progresses to the left, each black line shows at the right hand end a progressively shorter distance of the guide surface 11 relative to the piston indicating that at that stage, the first subassembly moves faster than the piston; that is, it moves underneath the piston resulting in a ration of translation of the movement of the first subassembly into the piston movement of less than 1. At a certain point during the relative rotation between the two subassemblies, the guide surface 11 and the surface 21 of the second subassembly form a confining guide path for the piston, so that the piston 30 is forced to move faster than the first subassembly while progressing toward the idle piston, thus resulting in a ratio of translation of first subassembly movement to piston movement of greater than 1.--

--**[0043]** In the event, both subassemblies 1 and 2 are moved ~~toward~~ relative to one another, the first subassembly 1 presses with its guide surface 11 one of the two thrust pistons 30 of each coupling element 3 from its idle position into the displacement position. During this tilting motion, the first subassembly 1 slides underneath the thrust piston. At the same time, a slight change in length and compression of the spring element 31 is realized, so that the thrust piston 30

applies a restoring force onto the first subassembly. The frictional forces encountered during this tilting motion are, however, extremely slight, so that in this context, during tilting motion almost no friction is present.--

--[0044] As the first subassembly 1 slides underneath the thrust piston 30, a translation is realized between the rotational movement of the piston 30 about a main rotational axis of the torsional vibration damper and the rotational movement of the first subassembly 1 about this main rotational axis, that is, the thrust piston rotates slower than the first subassembly, resulting in a translation of rotational movement which is almost equal to zero (see FIG. 4).--

--[0047] With regard to the spring element 31, the translation depicted in FIG. 4 means that the spring constant $_1$ at translation values of less than 1$_1$ are virtually decreased, and spring constant with a ratio greater than ~~1:1~~ 1 ar e virtually increased. Further, the frictional behavior of this arrangement can be influenced through appropriate selection of the ~~attack angle~~ pitch of the guide surfaces 32, 33 and 34, as well as 11 and 21.--

--[0049] As clearly shown in paragraph **[0047]**, ~~the degree of change in length or degree of compression of the spring element 31 can be varied in dependence on the relative angle by the relative movement of the thrust piston 30 in relation to the first subassembly 1~~ by the relative movement of the thrust piston 30 with respect to the first subassembly 1, a variation of the degree of

change in length, or degree of compression of the spring element 31, is realized in dependence on the relative angle. At lower relative angles, the degree of change in length is virtually equal to zero, while also increasing with rising relative angle.--

--[0054] As depicted in FIGS. 6 to 10, the two identical thrust pistons 30 according to FIG. 5 are arranged in opposition to one another and form together with a spring element, not shown in FIGS. 6 to 10, the respective coupling element. Hereby, as clearly shown, the lateral support surface 40 of the one thrust piston 30 lies below the plane of projection, and the lateral support surface 40 of the other thrust piston 30 lies above the plane of projection.--

--[0058] On the other hand, as a consequence of the spring element 31, the right hand thrust piston 30 displays a certain clearance, as can be seen through comparison of FIGS. 8 and 9. This clearance is ~~ensured~~ realized between an impact area of the guide surface ~~32~~ 44 upon the second subassembly 2 and an impact area of the thrust piston 30 upon ~~an extension~~ a projection 45, as shown in FIGS. 8 ~~and 9~~. ~~In this way~~, Thereby, a movement of the two subassemblies 1 and 2 relative to one another is not obstructed, ~~although~~ while it is possible to avoid that the right hand thrust piston 30 leaves its receiving position and prevents an engagement ~~of~~ with the left hand thrust piston 30.--

--**[0059]** FIG. ~~10~~ 9 shows the two thrust pistons 30 during ~~impact~~ overlap at a stop position. As shown, these thrust pistons permit, ~~ensure~~ at a same guiding length of the spring element 31, a considerably greater relative rotational angle between the two subassemblies 1, 2 or, in other words, at same maximum rotational angle, the spring element 31 can exhibit a considerably longer ~~greater~~ guidance ~~of the spring element 31. This is particularly true for the radial external guidance as a consequence of the slanted ramp surface 43~~. Furthermore, the lateral guide surfaces 32 also ensure a considerably safer and more stable guiding of the thrust pistons 30. This arrangement avoids ~~an impact of~~ the spring elements 31 striking against the second subassembly 2, especially at high rotational speeds.--